Now, corruption on the road, especially on the traffic side, is something which is worrying all of us. We do see with our own eyes that people are being checked and harassed on ficts[1] tious grounds. So, this Bill would bring about certain centralisation o'f the doucumenttion and other things and I hope we would be able to stop part of the corruption and one day, I hope, we will get rid of this thing, and we can do it.

Of course, checking of overloading again is with the State Govemments. We are creating training schools.

Moolchand Meenaji has also given the figures. I would like to inform Meenaji that in India we have 13.1 accidents per thousand vehicles. lam just making a comparison with Japan Japan has 12.1 accidents per thousand and this does not make us very happy but I am saying; it is a worldwide phenomenon, but in our country it as more because of so many things which the hon. Members have pointed out. Wrong licences have been given. People are not medically flt to be given licences. They are getting licences on fake certificates from other States. It is for the States to see that this malpractice does not take place.

About speed.brakers, I would like to inform the hon. Members that neither are the State Governments nor is the Central Government encouraging or spending money 'for putting up speed-breakers. The villages and the municipalities themselves are doing it. We have tried our level best arri in some places we have physically removed them but overnight they come up. It is for the knowledge of the public, for the safety of the public. This is an-awareness which must be created among the public by the State Governments and whatever elese can be done.

I am very happy that most of the Members have supported this BUI. I think, that is all. I have answered all the questions. Thank you.

THE VICE-CHAIRMAN (MESS SAROJ KHAPARDE): I hope, all th« hon. Members are satisfied with the reply given by the Minister. I shall now put the motion moved by the Minister to vote. Now, the question is:

"That the Bill, further to amend the Motor Vehicles Act, 1988, be taken into consideration."

The motion was adopted.

We shall now take up clause-by-clause consideration of the Bill.

Clause 2 *to 64 were added to the Bill,*

Clause 1, *the Enacting Formula and the Title were added to th& Bill,*

SHRI JAGDISH TYTLER: Madam, I beg to move:

"That the Bill, toil pjassed."

The question was Put and the motion *wag adopted.*

THE AIRPORTS AUTHORITY OF INDIA BILL (1994)

I

THE VICRCHAIRMAN (MISS SAROJ KHAPARDE): Now I would like to have up the Airports Authority of India BiH, 1994.

THE MINISTER OF CIVIL AVIATION AND TOURISM: (SHRI GHULAM NABI AZAD): Madam, *t* beg to move •

J

"That the Bill to provide for the constitution of the Airports Authority of India and for the transfer and vesting of the undertrkings of the International Airports Authority of India and the National Airports Authority to and in the Airports Authority of India *so*

constituted for the better ad-mi-iisieration and cohesive mana agement of airports and civil enclaves whereat air transport serviees are operated of are inteu-dea io be operated and of all aeronautical communication sta-*tiong,* and for matters connected therewith or incidental thereto as passed by Lok Sahha) be taken "into consideration.

Madam, the major problem at airports % multiplicity of organisations. Iseaving aside agencies like Customs and immigration, which necessarily have to remain at the international airports, within Civil Aviation itself two separate authorities, namely _ the Nationad Airports Authority and the International Airports Authority of India, function in watertight compartments under two separate Acts of Parliament, thereby aggravating avoidable problems of coordination.

Inatermctiaiial airports are mana ged by the International Airports Authority of India_ but the vital function of air traffic control and asronautScal communications is managed try the National Airports Authority. This dual control creates extreme problems of divided responsibility which have a very adverse impact on the quality of services provded at "the airports.

It is proposed to merge the National Airports Authority and the In ternatioual Airports Authority *ot* Indie for better coordination in the ogsra&anal matters, enhancement ci air safety, better maintenance of the infrastructure and also better mobilisation and utilisation of resources for integrated development of air-portf.

The merger would provide for closer integration, better administration and cohesive management! of airports aeronautical communication and air'transport management services. The expertise developed in various fields in the two organisations can be pooled for improved efficiency.

With th* proposed unification, it will be possible *o avoid overlapping, t:> pool the human resource of broth the organisations for better deploy» meat and to secure more efficient utilisation of manpower.

The investments E|lann>e4 by the National Airports Authority and the International Airports Authority of India in the Eighth Plan period put together, is of the order of Rs. 1,566 crores. The (proposed out lay of the Ninth Plan is going to be much higher. Only a unified authority, wih a determined and a well-coordinEted approach could measure up to the task of mobilising the requisite resources by a suitable blend of revenueradsing and borrowing.

The human problems associated with the personnel have been well appreciated. With a flexible approach and a better understanding, there problems could be solved with the involvement of the unions and proper coordination, so that the transition is smooth.

Madam, I would now like to seek the support of the hon. Members to pass the Bill to bring the international and the domestic airports under a single authority.

The question wis *proposed.*

SHRI JOHN F. FERNANDES (Goa): Madam, thank you ffor calling me first for the second time.

I rise to support the Airports Authority of India Bill, 1994. Madam, the purpose of this Bill_ as mentioned by the hem. Minister, is to merge the existing Authorities. Prior to 1972, we did not have these authori ties. The function of these Authorities was carried on by the Director-General of Civil Aviation. At that time, the Government of India thought that our airports should be modernised specially the international airports on a par with the

airports of foreign countries, deve loped countries. The International Airports Authodity of India came into being in 1872, Since then we have been seeing the development at the four international airports in India, i.e; Delhi, Bombay, Calcutta and Madras. We compliment this Authorty because not only they have developed the airports in India, but they have also taken up jobs abroad, overseas and they have also built • airports in India and abroad. "the National Airports Authority managed other airports which were not international air ports. In India we have 88 airports. Out of these 88 airports, 28 are unde-.- the- Defence Forces, Most of the smaller airports are not functioning As' a result, they don't have any revenue. The National Airpor;s Authority of India went bankrupt in many cases They borrowed money from the" International Air ports Authority of India and that created friction between these two Authorities. Therefore. I feel that it. is a very wise step which has been is ken by the Government to scrap these two Authorities and to have a new Authority, i.e. the Airport Authority of India. I feel that this Bill will he widely welcomed not only by the Members of Parliament but also by the other sectors lkie trading sector. Then, Madam, we don't have any monopoly on airports. Earli er we had only one carrier, ie, the Indian Airlines, At tha; time, it was okay for two Authorities to manage one airline. But with the liberalised policy, with the "Open-Sky" policy, we have seen that 15 Air Taxi Operators have come into operation. I think having two - Authorities would certainly create confusion. There would not be any central authority to control and command. The hon. Minister has rightly come forward with this Bill to see that these Authorities are merged- and a new authority is formed so that the duplicity of work is done away with. Madam. we have seen often that whenever there was any emergency or any accident, there wag a total chaus at the airports because they did not know from whom to take orders. I would like to give an example about the accident to Boeing-737 at the Ahmedabad Airport. This accident occurred just ou.aide the Airport. Some more lives could have been saved had thers been no red-taptem. When the Firs-Brigade was - called, they could not cross a part of the Airport whieh \;*us* under the control of toe Nstiontl Airport Authority. As a result many people had to lose .heir lives. I feel it *is* a right step on ;he part °f the Government to firm one Authority in the country, Madam, 28 airports are under the 2cntnl of the Defence. In these ail-ports we have only Civil Enclaves, For example tho Goa Airport, It is unler the Navy. When these a£r-pons are under the control of the Navy, they have the full say. Even the National Aurports Authority has no right to collect revenue, As a result, these Authorities become very poor and they cannot manage their own day-to-day aflairs. Madam, defence airports also have to follow certain international norms in this country. But, we see that most of these airports are used .toy international flights. For example in th* airport of Goa, we have many inter-r--)trional flights because We have a fc-??n of chartered flights coming from all over the world, Goa being an international destination. What we see is that the defence authority is an authority unto itself and. very often, they violate the international civil aviation norms. I a"i referring to the two roads across the runways which are used toy the naval authority, This is not permitted is per the civil aviation norms. The hon. Minister was kind, enough to mention the. other day in relation to mv auestion tita* a new gate which

, ., P-opojeci io be constructed at the Lasaim Airport in Gog would check *.in.* i'an,vay cro^a-ngs. i do not know with we snoula not go in for t^nneis. m lureign countries we can see • un.ieis and roads running beneath ■*hi* runways. Here, we are only .alking about the question of security. *do* not know why India should :onder from the phobia of security, ■ii Amsterdam you have airport under th$_e$ runway; you go to neathrow you have an airport under the runway: you go to Bangkok; yoff go to japan: you go to any country. so, I do not know why we should not spend a little more money and .have proper safety precautions, where the roads are not permitted to cross the runways, I hope the hon. Minister wiU co-ordinate with the defence Ministry and lemove these anomalies in our airports Madam, we have the most beautiful airports. But, there is Oo sincerity and honesy o$_n$ the part of the people who run these airports. To give an example, the airports are not properly maintained. In my State, we know we have shortage of water <*at* the airport. This is shortage of water because the potable water supplied by the Government is diverted Io the construction works at the airport and they open fire hydrants to meet the amenities at th" of toilets at the airport. The main-airport. So, measures should be taken to see to it that the contractor gets his own water, say, in tankers, rather than use the potable water. The second thing is the maintenance senance work is rented out by the National Airports Authority to a contractor for Rs. 18.000. It is mentioned in the contract that this contractor should use detergents soaps, camphor balls, phenol or whatever is required in the maintenance of such places. But, in connivance with the Airportg Authority, no proper maintenance is done at the airport; no soaps ar$_e$ used nor is phenol nor are camphor balls used in the urinals. I am told that cut of Rs. 18,000, this per son can save about Rs. 10,000 on these small accessories. Moreover, there is no check because the Airports Authodity people are sitting at far off pittces iiket Bombay or Delhi. *i* had suggested to the hon. Minister ^iat he should have an advisory ■committee, *a$_r$* rather an inspection comiru.tte should be appointed and ii. prominent people of that area, snouia go and inspect these facilities cuic. aav»vj the Minister or the Gov--:£',iiTi=i., . i that. Now, they feel that *thay* aric out ot any control from Delhi Bombay. Madam, whenever MeMoers of Parliament make *same* .iingestions either in Parliament or the Consultative Committee, it is :,ken as a political interference.... i .r.ien'uptions) Mr. Minister, I was mentioning (that the toilets at the air. ports are much worse than those pt -he railway stations. The police and the security people do not use the common toilet facility but they come to the reserve lounge which is used oy VIPs. So that is the state of aff-airs there _ I had given a suggestion last time that an inspection cormit-tee should be 'constituted at each airport, The people who use these airport facilities, namely, the traders, the hoteliers, public men like MPs and MLAs, are ready to work for you free of cost. There should be some checks and balances on such dishonest practices. At least, they will have the fear. When we return from a foreign country to India, it is very shameful to see the trollies that are supplied at the international airports. Most of them don't work. Some trollies will not have wheels, These are worse than our ETC buses. These trollies don't move in one dir-ection. If the Airports Authority cannot effectively manage these minimum facilities, I think some private people can be engaged. Like in foreign countries, it can be managed. Some companies like Sony and others may sponsor provision df these facilities. 1 suggest this to the hon. Minister and request him to see that these minimum facilities are provided. With these few suggestions, 1 feel that the hon. Minister has rightly moved this Bill. This is a most progressive Bill,

With this Bill, there will be more safety and security at the airports.

Thank you very much.

SHRI G. SWAMINATHAN (Tamil Nadu): Madam, thank you very much for giving me this opportunity, As a preamble, I would like to inform the Minister that there was a discussion in the morning on a DGCA circular. I think he might have known about it. Because the is here, I think I can take up this matter with him and brief ■ him Oil. the issue. The issue waa initiated in the morning, by Shrimati Jayanthi Natarajan. Mr. Naraya. a<my Iso spoke on this. I also associated myself with them also. The matter was published in *The Times* of *India* in today's' issue wherein it was mentioned that the DGCA had issued a circular stating that all communications to be sent to the DGCA should be sent in Hindi on Tuesdays[1]. Members have objected to this circular and asked why should be on Tuesdays.

Madam, it is not a question of Tuesday or some other day. The question i_s why it should be insisted that all communications on Tuesdays should be in Hindi. If we follow this on Tuesday tomorrow the DGCA may say that communications should be in Hindi only on Wednesday, Thursdays, etc Why do you selected a particular day? Whatever may be the reason, you cannot say that communications have to be made in Hindi only. It has also been said by air taxis the communication should be in Hindi' only. It was also mentioned in the morning. English being an associate laguage, this type of a thing cannot be done. This is the matter that was raised in the morning[1] today. It was said that it wag not an authentic one. The hon. Deputy Chairman said that it might not be authentic. Shri Jagesh Desai also said that this was not authentic information and so he asked how we could say that this was true and quarrel in the House. He also said that I could not talk about a circular which I did not know 'fo be correct. The only point that I can make is that this has been published in a newspaper. Mr. Jogi and Mr. Ahluwalia said that they had tha matter verified and found that the circular was not true. If the choular was not issued, we are very happy that such a circular was not issued. When such a circular was not issued and a news paper published the matter, I think the Minister should take up this matter appropirately and he should find out from the newspaper and ensure that such false information is not published in the newspapers.

In the morning, in addition to this point, I also raised an isue regarding[1] announcements made fit the airports and during the flights. Announce^ ments at the airports and abroad the aircraft are made in Hindi and English. I want to say this because we are talking about the Airports Autho. rity of India. I want to know why announcements should toe made only in Hindi and English. Announcements can be made in the regional languages, also. As a matter of fact, When the aircraft of the Malaysian Airlines or Air Sri Lanka land at Madras, they announce at the airport and aboard the aircraft in the regional language and in English and Hindi. Is is because most of the people who are travelling by those planes are Tamilians going either to Sri Lanka or to Malaysia.

Now-a-days, in Tamil Nadu also, everybody doesn't know Hindi. Everybody doesn't know English too. Many busiessmen who have come up in the recent years have a lot of money but they do not know either of these two languages. And, the people who know bolth. these languages well, do not h,ave the money to travel. That also is a problem. Education and wealth do not *go* together. In Tamil Nadu we say tha* *Stems*. wati and Lakahml do not live together But in Bombay they always worship goddess Mahalakshmi— there is a beautiful Mahalakshmi Temple (there — and so they get a lot ef

wealth. 1 think this is why, as 1 told th)B House the other day, on the Napeaa Sea Road a flat was being sold fer Rs. 320 lakhs! We can't even Think of three and a half lakh rupees Wow, how do these people afford it? Somebody told me that it is because they worship Mahalakshmxi. In Tamil Nadu *we* worship Palani Andavar Muruga, who is a pauper and beggar, He went away quarrelling with his father. $A_{s\ a}$ person he does't have anything. He stays there on a hill in Tail Nadu and people worship him That is why people in Tamil Nadu are said to he poor and not wealthy. This is the difference, So, sometimes it so happens that the people who know the languages well do not have the money to travel. That is what I am saying.

So, I would request the hon. Minis, ter to see to it that at least at the Madras Airport the Tamil language should be used. I Mentioned in the morning also about the use of Tamil language at the Madaras Airport and in the flights too. But, in addition to that, I would also request that South Indian Food should also be provided on the flights.

SHRI JAGESH DESAI (Maharash tra) . Sir, we are getting thiS every. .

SHRI a. SWAMINATHAN: Wis and Doess are given in Jagesh Desai's area and it Is »ot served in the southern sector. Perhaps he may be eat *g it in the Bombay sector,

Sir, I have been travelling from Madras many times, but I have never toeea served either *Idlis* or *Dasa.* This is an attitude of partiality on the part of the hon. Minister. The South Indian food is served, only In Maharashtra and Gujarat! ...(Interruptions).

Sir, I have to travel and find out... *(lnterruptions)* ... Shri V. Narayan my wiH vouch for roe. Today morning only he said "my State" about Tamil

Bil.

.Nadu. He comes from Pondicherry But now he is mentioning Tamil Nad; also as his State. It fe better if he con fines nimsejf to one State because Seshan is there Jind he doesn't like people shifting States.

So, I would request the hon. Minis. ter that food should also toe served according to the number of regional people travelling in a flight. We are fed up with taking Wis Pulao and Kurma BH the time while travelling from Madras or from Delhi.

So, these are all the points that I wanted to make. Si*ee the hon. Minister ie sitting here, I thought I wiU put forward all those points because some of the point he might not have heard to the morning.

Madam, there is another point and, that is that they are trying to merge both the International Airport Authority of India and the National Air. port Authority. The reasons for doing tins is attainment *trt* better efficiency. My feeling is that the reason is better economic control also. Maybe the underlying reason for this merger has been this very fact. It has also been said that the International Airport Authority of India is making profits. This is wellknown. Perhaps, they have been making a profit ot some crores.

Then, the National Airport Authority has also been making profits for the last two years.

SHRI JAGESH DESAI: Since when are they making profits?

SHRI G. SWAMINATHAN: For the last two years, they have made a profit. So, they want there two Authortthss to he merged because both of them are profit-making, But, the proflt that Use National Airport Auth. ority is mating 4s non even l|4th or 15th of the profit that the rateriia-"Soroa Airport Authority is making. That is *Whty all these difl?»tes are ^eteg created *y those people, Those people are very rieh peep*

though they only have tive airports, they are making a lot of muney National Airport Authority has to man ii5 airports. Some of the airports are not very eocnomical. When witnesses came. Memoranda came, it was disputed, by the International Airports Authority and that they do not want \o merge their airports and thai; the advantages they got otherwise would be lost. That was the argument that w,,s given$_t$ But, the point is that I Scully concur and support the action taken by the hon. Minister in merging bo iii these authorities and calling it .is the Airports Authority of India. *1* accept it. But the only point I .want to make is that that authority is making $_a$ profit, this authority is not profitable, maybe, this National Air-iVu-i authority may not continue to take $_a$ profit. By merely merging it, the- accountability of the National Air. ports Authority should not ae lost, Lecause you are suddenly giving them money that so far belonged to the International Airports Authority and ultimately if you start merging it, either the accountability or the cost-eohsciougnees of his authority should not be lost. That is what I want to state.

And then like companies, when you have division, perhaps I don't know how you are going to maintain the accounts of these two authorities bait, when you decide on their accounts 1 would also request you to see to it that the divisional accounts are properly maintained If you merge both, we may not know which is profitable, which is not. In Thanjavur there i6 no airport_ Tomorrow, I will come and say as a Member of Parliament why not start an airport, a very good airport, at Thanjavur? Or, I will come and ask, why can't you upgrade my Trichy airport where I have been frequently going? It hapened in the case of Vayudoot where everybody with some authority or some importance wanted Vayudoot to fly to his :plaee mostly because he wanted to go there. and there was a Vayudoot Airport started. I was claiming for a Vaydoot for myself Later on when Vsydoot went from: Madras to Thanjavur, what actually happened was there were only, tin ee of us tra velling most of the time, I would go because I need not pay for the Vayu doot; and Moapnarji used to travel because he can pay arms?-! .v ie;her he was going on party account or persona"! account, don't know. He need not go on party account as he himself is vevy wealthy. There was another gentleman at Thanjavur. Only the three o'f us were going and coming. But we had been clamouring tor renovation of an airport at Thanjavur which was already there_ We would have liked it to continue. But the point is when you go on accepting this kind of propositions from people who want airports, then ultimately, the National Airports Authority, if it is unified, will lose much of its money. So, I would request the hon. Minister to see that divisional accounts are maintained so that some accountability, some cost saving will be there and people will not uneces-sarily pressurise the Government to start airports, upgrade airports and all that.

Sir another point which I would like to bring to your notice is the long delay in bringing forth this very important Airports Authority of India Bill. This should have come here at least about 2-3 years ago. I understand, it was. approved by the Cabinet on 29th July, 1992 and later on the process had been so tedious and it has been waiting all through. It went to the Standing Committee for a report and than it went for a memorandum and all that Ultimately, it ha$_s$ taken 2—3 years. Impo-^{w}.ant Bills like this affecting tourism, affecting revenue should not be delayed. The number of people who have started travelling has also gone into millions. So, I only say that the Bill need not h"^{1}- been made to.so long.

Sir, another important thing that I Wouid like to say is that the expenditure that you are envisaging for the Airports authority is so enormous. In the 8th Plan Period, you are thinking of spending about Rs, 1,556 crores and in the 9th Plan are you thinking of spending Rs. 3010 crores. My point is from where you are going to get all the money to improve all these airports in the 8th and 9th Plan periods. Money is not easily forthcoming. Even otherwise, money is very difficult to get; especially with our Finance Minister Manrnohanji being there, he is very tightfistead, we all know—he will not very easily give this kind of money to you, So, I say that public funding i& very, very important for upgrading these airports. We cannot depend only r pen the Government and then Five Year Plan amounts,

Unless they aRe very productive and very profitable, we may not toe able to go through the whole process bacause ultimately, it may become very difficult. I, therefore, request the hon Minister to examine the possibility of getting public 'funding for these airports. It is[1] not a stray sug. gestion. In Cochin and Calicut> people have already come forward,. There the people have collected money and they are willing with the NRI funds, to upgrade the airports, This kind of experiment can also be tried tn" areas where NRIs and others are willing to subscribe. Another ,, thing also I wish to say. Why cannot this Airports Authority also be come a public limited company with about 51 per cent shares in the hands of the Government so that shares can also be gold outside without losing control of the whole structure? That is one suggestion 'I w ant to make. Tomorrow, if you say that you do not want even this 49 per cent shares from outside then there is another provision under the latest Companies Act w"hich is going to come under which people can invest in shares without voting rights. You may feel that you need the whole Airports authority funds in your hands and you do not want to give voting shares la considers. I would al£° request you to examine whether you can think *cti* public shares without voting lights because most of the people on publie companies are still interested in preferential shares. Somebody may be very happy to have shares without rating rights also, For those people, voting is not very important. They say, "we need a good investment". ii thatt is going to be a good invest, ment, then, you can get. a good .auoont of interest. I feel that the liubiie will come forward to a very marge extent, especially the people who are going by nights, in. planes, because you can select the people. You Know./ the people who are fre-i..anting flights. It is only company ciiicials who are going and you can approach since your people are also goina Most probably, you may get i lot of funds in this manner, You can think of NRIs help in upgrading Airports. You can also think ot get-tii.jj public funds for this. One more "ling is regarding the facilities in the Ai ports. We are very very unhappy regarding the facilities in the Airports, especially the Internaitonal Airport like the Madras International Airport. You go there, One thing that anybody will understand mime. diately is that no phone call will be replied.to properly. I have to go today, about that I have told Madam that I want to go, If I phone up, no 1 ho.ie will be responded to properly. Now you see, Phone Nds. 142 and 143 are invariably not answered. Sometimes, 143 is working, In Delhi there are 142-143 and 140. I will come to 140 later. In these 142 and 143, most probably one phone is working, In Madras and also at other places, you cannot reach the Airport. You wiH not know till the last minute whether the flight is *on* time or whether the flight is late. I ask the Minister one thing.. Suppose you go one day, you phone tip yourself Do not ask your

FA to phone up, You do not under. stand the difficulty. If you phone up, ... *(Interruptions) ....*

SHRI S. S. AHLUWALIA (Bihar): Indian Airlines people may know who is going.. *(Intemiptions),..*

SHRI G. SWAMINATHAN: In those days, you *know* Tamilian Kings used to go to unknown places and but ... *(Interruptions)...*

THE VICE-CHAIRMAN (SHRIMATI SAROJ KHAPARDE): Swami-nathanji you have to catch the flight. Please try to be brief.

SHRI G. SWAMINATHAN: Very difficult, Madam. I do not know if my flight is late, But the problem is that I cannot verify. I request the Minister to see to jt that atleast the phone system is all right. There is 140. It is manual exchange. In the manual exchange you will never get. Whenever you go, you find out one number which you can phone up and gat the numbers. Then the (facilities are very poor. Toilets are very poor, cleaning is so bad and these things you have to see because you are going to get a. lot of foreigners from abroad and especially the Japanese people, as I have seen, are very sensitive people. You can understand the Americans, you can understand any kind of people not Japanese. They have become so wealthy that they want everything to be in per-faction. They want to compare India with Japan, that is another, difficulty that we are going to face after liberalisation. I would request the Minister to see to it that this report is being done in a proper way. Madam, I do not have time. In telegraphic English, all these matters I want to tell him. I want to mention one more matter regarding domestic airports. It has monopoly shops. Tn Delhi you have got all the monopoly shops. You cannot purchase even a chocolgate from these monopoly shops. For the chocolates which we used to get for five rupees or six rupees, they now charge fifteen or sixteen rupees When. I wanted to purchase ft chocolate for my grand-daughter, they tharged sixteen rupees. I always go without purchasing at the airports, You should have some sort of arrangement and see that there is competition among the shops at the airports. 1 hope that you will *be* able to do that.

The second thing i_B regarding safety. Our flights have to be very vigilantly safeguarded There should Iv; safety not only at the airports but there should be safety outside the airports, You have got a lot of bro-hers outside the airports in Delhi, Madras, Bombay etc. where we find 'hat whenever some foreigners come. they run to them like flifles and try ^o wean them away. We find unauthorised taxis and unauthorised cars. These people have sometimes been committing thefts a <d sometimes people are also killed. You may say that it has nothing to do with the airports. The credibility of the airports depends on the fact that the passengers have to reach their Destination safely. Previously there used to be some airport buses. Now they have been discontinued, Many may not mind if these Airport people sometimes charge a foreigner Ave huriflred rupees more. You can charge but then you can provide aim transport. Sine* the Pmsence Minister ha? allowed 5 kilos of gold, people are %rw*ging in gold 'When they go to the customs, they we -followed. In Bombay somebody was followed and then that man was kilted. I wish to suggest to the T*o^{J}Me Finance Minister, you get his 'gold in Airport customs and gave him a receipt a»d later on he can get the solid *m* India from the State Bank Of India 'Why should he carry gold outside Airport?

I -would wind up by congratulating the Hon'ble Minister for the effective way he has bean managing th© afteirs

of national airports and also the airlines. I also wish him success in spite of inadequacies and difficulties. People in his Ministry are .also happy because he is maintaining a harmonious relationship with them. Passengers are also happy. I would now only request him that his Chairman of Airport Authority of India should be there for a longer time. He should keep the Chairman for at least five years so that accountability is there. I wish that the term of the Chairman, should be for five years, I also wish the Minister to continue in this Ministry for a Ianger time.

SHRI B. K. HARIPRASAD (Karnataka) : Madam, whenever there are shortcomings in any of the Ministry, it is said that a Bill is being brought either to reform or to make some changes. A Bill alone wiU not solve the problem. As the Minister was sayiag in his speech, a Bill 19 being brought here to improve the quality of service. Well, Madam, as I said, a Bill will not alone solve the problem. The basic need is transformation of the attitude of the Indian Airlines sts$E especially at the service counters, either at the ground level or in the flight. Though the {private operators have come in, still the *sarkarh* mentality of the staff has not changed, Well, the MPs or the MLAs or the politicitos get due respect. There is no doubt. But the common customer is yet to feel that he is served all right. Bui, in the case of private operators, the politicians do not get any respect whereas the common public has got some res pect shown by the private operators.

Madam, I would like to compliment th? hon. Minister who has recently come to Bangalore to lay the foundation-stone for the expansion of the Bangalore airport. The Bangalore airport is not of the National Airports Authoity of India, it is of the Defence. Bangalore, in spite of its being one of the fastest growing[1] cities in South-East Asia, with a population of more than 50 lakhs, does not have its own airport. It is an insult to the people of Karnataka, it is an insult to the Kannadiagas that they do not have their own airport to feel proud of. Th* Minister is very popular in Bangalore and Karnataka. The people of Karnataka feel that the Minister had a turning point in his political career from Bangalore. They expect some thing more from him for Bangalore and Karnataka. Bangalore is known for is beauty, for its climate, for ita greenery. It is very well known as a[n] air conditioned city as a garden city. Yet, the city lias no airport of its own. So, I really compliment the Minister for laying the foundation-stone for the expansion of the airport. But mere expansion will not do. Something more has to be done lor an airport at Bangalore city. The present airport which is existing in Bangalore is an eyesore to the goodwill and the credibility of the city. IT, ie one of the ugliest spots in the city. During the monsoon, we can have a nice shower in the airport, fairing, the summer, it is horrible to stay. If you say that it is one of the best model? of the National Airports Authority of India then you can imagine how well *the* airports are maintained. We have the worst possible toilets there, I will start with the toilets because Mr John Fernandes was saying that the Railway toilets are better. Maybe, it is because the Railway Minister is from Bangalore. And we have one of the best toilets in our railway station It is the worst in the airport, rather t may say that it is without mainten-ce. Madam, as I said, one may call it a mode] airport. Recently, on one fine day. the passengers were shocked to st? that the runway lights were off There was panic in the airport srri among the passengers. Hardly the conveyor belts moved round for the luggage. And this is the situation in the existing airport Something drastic has to be done to improve

the services in the Bangalore airport which is the second largest in generation of revenue, after Bombay, and the third largest, if T am correct, in generation of air traffic.

.Madam, recently we have read that a number df private air taxis have started operations. Many of the air taxi$_s$ operate between trunk lines because they are . profit-earning. A majority of them, except one airline, are running full. But still the facilities for. the passengers have not improved. Apart from the expansion as I said, the existing airports wiU not solve the problems or yield the desired results in terms of the standards expected of an international terminal. The present airport is owned by the HAL and is unable to cope up with the increasing demand for operational flights It would, therefore, be prudent to go in ffor a totally new facility, developed away from the Pit-" area and provide this facility with r^ads and access to all places so is to ensure a free flow of traffic. Onlv a totally new facility can free the airport from the restrictions im posed by the r>efemce people as in the case o<r the preeent facility

Another problem which is hindering the development of Karnataka, especially in relation 'to airport fad. lities in Karnataka is that many places, apart from Bangalore, like Mangalore, Hubli, Mysore, Belgaum, Kolar, etc. are still to have airports. It is very important in Mangalore and Hubli where huge projects worth about Rs. 3,000 crore; are coming up. But "till we don't have proper air-ports. In regard to Mangalore, the airport is cm an elevated place, o:i a hillock. Sometimes, flights had ?■_ narrow escape from disaster. I would, therefore, request the hon. Minister to give us an alternative airport near Mangalore,' The airports at Belgaum and Hubli need upgradation because these are famous tourist spots and also business centres. They are very beautiful and are better places than Bangalore. They should b$_e$ given due priority in the next Plan. The immediate need of these airports is the expansion of the air strips at these airports. I think the Minister will give importance to this matter. Another factor that calls for immediate attention i$_s$ that Karnataka has many-air strips other tha$_n$ these three- air strips with necessary . infrastructural facilities which are not put to use. Many of these places are historically important places, like Mysore and Bellary. If the Civil Aviation Ministry takes up re-construetioh and upgradation of these air strips, it will give a boost to tourism promotion and tourism development.

Another important point which I forgot te mention *ie* that Bangalore 13 one of the transit points for many of the southern States. The least expected upgradation 'facility is the expansion of the lounge and retiring rooms. Tn the Bangalore airport, a major airport in India, we don't have proper retiring rooms. I request the hon. Minister to consider this matter and take up construction of come retiring rooms at the Bangalore airport,

With these few suggestions, I support this Bill. I am sure this Bill wall bring about drastic changes in tha airport services.

THE VICE-CHAIRMAN (MISS^ SAROJ KHAPARDE): I would now like io know the sense of the House $_r$ Lacause there is a demand from some *c".* the hon. Members that we should continue the discussion on Tuesday. I would like to know the sense of House because many Mtembeis would like to participate in the debate on •this Bill

SHRI JAGESH DESAI: It is good that you have decided to continue the discussion on Tuesday.

THE VICE-CHAIRMAN (MISS SAROJ KHAPARDE): There are six speakers and many more would like *to* speak on Shis.

SYED SIBTEY RAZI (Uttar Pradesh:): Madam, v/e vail sit up io 6.00 p m. and we will adjourn.

THE VICE-CHAIRMAN (MISS SAROJ KHAPARDE): All right. The discussion on this wiU continue on Tuesday. Now the House stands adjourned till 11.00 a.m. tomorrow.

The House then adjourn at forty minutes past five of the deck till eleven *ot* the clock on Friday (the 12th August, 1994.